(19) Europäisches Patentamt
European Patent Office
Office européen des brevets

(11) Publication number: **0 407 596 A1**

(12) # EUROPEAN PATENT APPLICATION published in accordance with Art. 158(3) EPC

(21) Application number: 89911878.0

(22) Date of filing: 26.10.89

(86) International application number: PCT/JP89/01098

(87) International publication number: WO 90/04657 (03.05.90 90/10)

(51) Int. Cl.5: C22C 9/04

(30) Priority: 26.10.88 JP 270110/88
26.10.88 JP 270111/88
26.10.88 JP 270109/88
11.11.88 JP 285214/88

(43) Date of publication of application: 16.01.91 Bulletin 91/03

(84) Designated Contracting States: DE FR GB IT

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(54) ## COPPER-BASED SINTERED ALLOY.

(57) The invention relates to Cu-based sintered alloy, which contains 10 to 40 % of Z, 0.3 to 6 % of Al, 0.03 to 1 % of oxygen and, as an additional element, either 0.1 to 5 % of at least one of Fe, Ni and Co or one of 0.1 to 5 % of Mn, 0.1 to 3 % of Si and 0.1 to 3 % of at least one of W and Mo, the balance being Cu and unavoidable impurities, and which has an excellent abrasion resistance in an atmosphere of room temperature to 400°C, a high strength, a high toughness, and excellent synchronization properties for a mating member as evaluated in terms of a friction coefficient. The invention also relates to the parts of automobile mechanisms formed of this alloy. Examples of the parts include synchronizing rings of a transmission, valve guides of an engine and bearings of a turbo charger.

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DESCRIPTION

Cu-BASED SINTERED ALLOY

TECHNICAL FIELD

This invention relates to a Cu-based sintered alloy which excels particularly in wear resistance in air at temperatures ranging from the ordinary temperature to 400°C, is of high strength and high toughness, and further has superior uniform temporal change characteristics with respect to associated members, as measured by the coefficient of friction; and to parts for automotive equipment of this Cu-based sintered alloy, such as synchronizer rings for transmissions, valve guides for engines, bearings for turbo-chargers, and the like.

BACKGROUND ART

Hitherto, for manufacture of the parts of the various automotive equipment mentioned above, it has been proposed to use Cu-based sintered alloy having the representative composition of Cu - 28%Zn - 6%Al by weight % (hereafter, the symbol % represents weight %).

The above conventional Cu-based alloy has superior uniform temporal change chracteristics with respect to associated members because it is a sintered one, but it does not possess sufficient wear resistance, strength and toughness. The alloy, therefore, cannot meet the design requirements of compactness, light-weightness and increase of output power for the various equipment of recent years, and it has been keenly desired to develop a Cu-based sintered

alloy having better wear resistance, strength and toughness.

DISCLOSURE OF THE INVENTION

Therefore, in light of the facts described above, the present inventors have directed their attention particularly to the above conventional Cu-based sintered alloy and have conducted research to develop a Cu-based sintered alloy which possesses better wear resistance, strength and toughness. As a result, they have learned that a certain Cu-based sintered alloy has excellent wear resistance in air at temperatures ranging from the ordinary temperature to 400°C, high strength and high toughness, and therefore, is usable for manufacturing parts which can meet the design requirements of compactness, light-weightness and increase of output power for the various equipment. The alloy has a composition containing:

Zn: 10-40%, Al: 0.3-6%, oxygen: 0.03-1%,

at least one additional element selected from the group including at least one of Fe, Ni and Co: 0.1-5%; Mn: 0.1-5%; Si: 0.1-3%; and at least one of W and Mo: 0.1-3%, and the remainder consisting of Cu and inevitable impurities. The sintered alloy has a structure wherein fine oxides including aluminum oxide (Al_2O_3) as the main constituent and intermetallic compounds are uniformly dispersed in a matrix.

This invention has been carried out on the basis of the above knowledge. The Cu-based sintered alloy according to the invention, with the above composition, comes to have a structure in the matrix of which the oxides mainly consisting of Al_2O_3 are distributed with a granule size ranging from 1

to 40 um so as to comprise 0.5-15% of surface area ratio. The intermetallic compounds are distributed with a granule size from 1 to 25 um and are uniformly dispersed comprising 1-10% of the surface area ratio. These oxides and intermetallic compounds cause the wear resistance to be remarkably improved, and particularly by the uniform dispersion of the oxides, the resistance to heat damage is improved in addition to the improvement in the heat resistance of contacting surfaces. Hence, the alloy of the present invention exhibits excellent wear resistance, even under high loads. Accordingly, the parts for automotive equipment made of the above Cu-based sintered alloy excel likewise in wear resistance and so forth, and can sufficiently meet the design requirements of compactness, light-weightness and increase of output power for the equipment.

Subsequently, description will be made concerning the reasons for limiting the component constitution in the Cu-based sintered alloy of the invention as described above.

(a) Zn

The Zn component has the function of forming, together with Cu and Al, the matrix to enhance the strength and toughness of the alloy. When its content is less than 10%, however, the desired effect cannot be obtained. On the other hand, if its content exceeds 40%, a deteriorating phenomenon arises. Thus, its content is set to be 10-40%.

(b) Al

The Al component has, in addition to the function of forming, together with Cu and Zn, the matrix of high strength

and high toughness as described above, the function of combining with oxygen to form an oxide, thereby improving the wear resistance under high temperature conditions, as well as at the ordinary temperature. When its content is less than 0.3%, however, the desired effect cannot be obtained. On the other hand, if its content exceeds 6%, the toughness of the matrix becomes lower. Accordingly, its content is set at 0.3-6%.

(c) Oxygen

Oxygen has the function of combining with Al, as described above, and with W, Mo and Cr, and further with Si, which are included as needed, to form oxides finely and uniformly dispersed in the matrix, thereby improving the wear resistance, particularly under high load conditions through improvement in resistance to heat damage and heat resistance. When its content is less than 0.03%, however, the formation of the oxides is too little so that the desired wear resistance cannot be ensured. On the other hand, if its content is over 1%, not only do the oxides exceed 40 um in granule size, and thereby become coarse, but also they exceed 15% of surface area ratio to become too much, so that the strength and toughness of the alloy is lowered and further, its abrasiveness to adjacent members increases. Accordingly, its content is set at 0.03-1%.

(d) Fe, Ni and Co

These components have the function of dispersing in the matrix to enhance the strength and toughness of the alloy, and further, forming in combination with Cu and Al, fine intermetallic compounds dispersed in the matrix to

improve wear resistance. When its content is less than 0.1%, however, the desired effect of the function cannot be obtained. On the other hand, if its content exceeds 5%, the toughness becomes lower. Thus, its content is set to be 0.1-5%.

(e) Mn

The Mn component has the function of forming, in combination with Si, the intermetallic compound finely dispersed in the matrix to enhance wear resistance, and partly making a solid solution in the matrix to enhance its strength. When its content is less than 0.1%, however, the desired effect cannot be obtained. On the other hand, if its content exceeds 5%, the toughness becomes lower. Accordingly, its content is set at 0.1-5%.

(f) Si

The Si component combines with Mn, W and Mo, and further with Cr which is included as needed, to form the hard and fine intermetallic compounds. Additionally, the Si component forms, in combination with oxygen, a complex oxide with Al, etc. to improve the wear resistance. Particularly by the existence of the complex oxide as described above, the resistance to heat damage and heat resistance at contacting surfaces are enhanced. The alloy, therefore, exhibits excellent wear resistance, for instance, even under high load conditions. When its content is less than 0.1%, however, the desired wear resistance cannot be ensured. On the other hand, if its content exceeds 3%, the toughness becomes lowered. For this reason, its content is set at 0.1-3%.

(g) W and Mo

These components have, in addition to the function of enhancing the strength, the function of combining with Fe, Ni and Co, which are included as needed, to form the intermetallic compounds, and further combining with oxygen to form the fine oxides, thereby improving the wear resistance. When its content is less than 0.1%, however, the desired strength and wear resistance cannot be ensured. On the other hand, if its content is over 3%, the toughness becomes lowered. Thus, its content is set at 0.1-3%.

In the foregoing, it sometimes occurs that the Cu-based sintered alloy according to the invention includes P, Mg and Pb as inevitable impurities. When the amount of these impurities is less than 1.5% in total, however, the alloy characteristics do not deteriorate, so that their inclusion is permissible.

BEST MODE FOR CARRYING OUT THE INVENTION

The Cu-based sintered alloy of this invention has the composition as described above, which includes Zn: 10-40%, Al: 0.3-6%, oxygen: 0.03-1%, at least one additional element selected from the group including at least one of Fe, Ni and Co: 0.1-5%; Mn: 0.1-5%; Si: 0.1-3%; and at least one of W and Mo: 0.1-3%, and the remainder consisting of Cu and inevitable impurities. Furthermore, it is preferable to replace a part of the above Cu as necessary with Sn: 0.1-4%; Mn: 0.1-5%; Si: 0.1-3%; one or more elements selected from the group including W, Mo and Cr: 0.1-5%; or Cr: 0.1-3%. Hereinafter, the reasons why the above components are limited as above will be described.

(h) Sn

The Sn component has the function of making a solid solution in the matrix to strengthen the same and further heighten the resistance to heat damage under high load conditions, thereby contributing to the improvement of the wear resistance. Therefore, the component is included as necessary. When the content is less than 0.1%, however, the desired effect cannot be obtained. On the other hand, if the content exceeds 4%, the toughness becomes lower and, particularly, the heat resistance at contacting surfaces is lowered, so that the wear resistance deteriorates. Thus, its content is set at 0.1-4%.

(i) Mn

The Mn component has the function of making a solid solution in the matrix to heighten the strength, and therefore is included as necessary even when no Si is included. When its content is less than 0.1%, the desired effect of heightening the strength cannot be obtained. On the other hand, if its content exceeds 5%, the toughness is lowered and further the heat resistance at contacting surfaces becomes lower, so that the desired wear resistance cannot be ensured. Thus, its content is set at 0.1-5%.

(j) W, Mo and Cr

These components have the function of combining with Fe, Ni and Co to form the fine intermetallic compounds, and further combining with oxygen to form the fine oxides, thereby improving the wear resistance. The components, therefore, are included as occasion demands. When the content is less than 0.1%, the desired effect cannot be

obtained in heightening wear resistance. On the other hand, if the content exceeds 5%, the toughness becomes lower. Accordingly, their content is set at 0.1-5%.

(k) Cr

The Cr component has the function of forming, in combination with iron family metals which are included as necessary as in the case of W and Mo, the intermetallic compounds and further the oxides to improve the wear resistance. For this reason, Cr is included as necessary. When the content is less than 0.1%, the desired effect cannot be obtained in the wear resistance. On the other hand, if its content exceeds 3%, the toughness becomes lower. Thus, its content is set to be 0.1-3%.

EXAMPLES

Hereinafter, the Cu-based sintered alloy according to the invention will be concretely described through the examples thereof.

Example 1

Prepared as starting material powders were two varieties each of Cu-Al alloy (Al: 50% included) powders, Cu powders, Zn powders, Al powders, Fe powders, Ni powders, Co powders, Mn powders, W powders, Mo powders, Cr powders, and Sn powders. Each of these powders is of particle size less than 200 mesh, and the two varieties of the same sort of powders are made to have O_2 contents of 4% and 1%, respectively, by adjustment of the thicknesses of oxidized surface layers. These starting material powders were blended into the compositions shown in TABLES 1 - 1 to 1 - 3, and wet

pulverized and mixed together for 72 hours in a ball mill. The mixtures after having been dried were pressed into green compacts under a predetermined pressure within the range of 4-6 ton/cm^2. Then, the green compacts were sintered in an atmosphere of H_2 gas, which has the dew point: 0-30°C, at a predetermined temperature within the range of 800-900°C for one and half hours to produce Cu-based sintered alloys 1-36 according to the present invention, comparative Cu-based sintered alloys 1-6, and the Cu-based sintered alloys according to the conventional art. The alloys had the sizes of outer diameter: 75mm x inner diameter: 65mm x thickness: 8.5mm for measurement of pressure destructive forces, of width: 10mm x thickness: 10 mm x length: 40mm for wearing tests, and of outer diameter: 10mm x height: 20mm for measurement of friction coefficients, respectively, and each of the alloys had substantially the same component composition as the blended composition.

In the foregoing, Cu-based sintered alloys 1-36 according to the invention had the structures wherein the oxides and intermetallic compounds were uniformly dispersed in the matrices.

Each of the comparative Cu-based sintered alloys 1-6 deviated from the range of the invention in the content of any one of its constituent components (the component marked with ※ in TABLE 1).

Subsequently, with respect to the various kinds of the Cu-based sintered alloys obtained in consequence of the above, pressure destructive forces were measured for the purpose of evaluation of strength and toughness.

Furthermore, for the purpose of evaluation of wear resistance, block-on-ring tests were conducted to measure specific wear amounts under the conditions of:

shape of test piece: 8mm x 8mm x 30mm;

associated member: hardened ring of SCr 420 material sized to diameter: 30mm x width: 5mm;

oil: 65W gear oil;

oil temperature: 50^{o}C;

friction temperature: 2m/sec.;

final load: 3Kg; and,

sliding distance: 1.5Km.

Moreover, for the purpose of evaluation of the uniform temporal change properties with respect to associated members, pin-wearing tests were conducted to calculate friction coefficients from a torque meter under the conditions of:

shape of test piece: pin having diameter of 3mm;

associated member: hardened disk of SCr 420 material;

oil: 65W gear oil;

oil temperature: 50^{o}C;

friction temperature: 4m/sec.;

pressing force: 1.5Kg; and,

sliding distance: 1.5Km.

The results of these tests are shown in TABLES 1 - 1 to 1 - 3.

Example 2

Prepared as starting material powders were two varieties each of Cu-Al alloy (Al: 50% included) powders, Cu powders, Zn powders, Al powders, Si powders, W powders, Mo

powders, Fe powders, Ni powders, Co powders, Cr powders, and Sn powders. Each of these powders is of particle size less than 200 mesh, and the two varieties of the same sort of powders are made to have O_2 contents of 4% and 1%, respectively, by adjustment of the thicknesses of oxidized surface layers. These starting material powders were blended into the compositions shown in TABLES 2 - 1 and 2 - 2. The powders thus blended were pulverized and mixed together, and sintered after having been dried and pressed into green compacts in the same manner as in the case of Example 1 to produce Cu-based sintered alloys 1-30 according to the present invention, comparative Cu-based sintered alloys 1-7, and the Cu-based sintered alloys according to the conventional art. The alloys had the sizes of outer diameter: 72mm x inner diameter: 62mm x thickness: 8.2mm for measurement of pressure destructive forces, of width: 10mm x thickness: 10 mm x length: 40mm for wearing tests, and of outer diameter: 10mm x height: 20mm for measurement of friction coefficients, respectively, and each of the alloys had substantially the same component composition as the blended composition.

In the foregoing, Cu-based sintered alloys 1-30 according to the invention had structures wherein the oxides and intermetallic compounds were uniformly dispersed in the matrices.

Each of the comparative Cu-based sintered alloys 1-7 deviated from the range of the invention in the content of any one of its constituent components (the component marked with ※ in TABLE 2).

Subsequently, with respect to the various kinds of the Cu-based sintered alloys obtained in consequence of the above, pressure destructive forces were measured for the purpose of evaluation of strength and toughness. Furthermore, for the purpose of evaluation of wear resistance, block-on-ring tests were conducted to measure specific wear amounts under the conditions of:

shape of test piece: 8mm x 8mm x 30mm;

associated member: ring of S45C material sized to diameter: 30mm x width: 5mm;

oil: 20W gear oil;

oil temperature: 75^{O}C;

friction temperature: 6m/sec.;

final load: 4Kg; and,

sliding distance: 1.5Km.

Moreover, for the purpose of evaluation of the uniform temporal change characteristices with respect to associated members, pin-wearing tests were conducted to calculate friction coefficients from a torque meter under the conditions of:

shape of test piece: pin having diameter of 3mm;

associated member: disk of S45C material;

oil: 20W engine oil;

oil temperature: 75^{O}C;

friction temperature: 6m/sec.;

pressing force: 2Kg; and,

sliding distance: 1.5Km.

The results of these tests are shown in TABLES 2 - 1 to 2 - 3.

Example 3

Prepared as starting material powders were two varieties each of Cu-Al alloy (Al: 50% included) powders, Cu powders, Zn powders, Al powders, Mn powders, Si powders, Fe powders, Ni powders, Co powders, and Cr powders. Each of these powders is of particle size less than 200 mesh, and the two varieties of the same sort of powders are made to have O_2 contents of 4% and 2%, respectively, by adjustment of the thicknesses of oxidized surface layers. These starting material powders were blended into the compositions shown in TABLES 3 - 1 and 3 - 2. The powders thus blended were pulverized and mixed together, and sintered after having been dried and press-molded into green compacts in the same manner as in the case of Example 1 to produce Cu-based sintered alloys 1-17 according to the present invention, comparative Cu-based sintered alloys 1-7, and the cu-based sintered alloys according to the conventional art. The alloys had the sizes of outer diameter: 71mm x inner diameter: 63mm x thickness: 8mm for measurement of pressure destructive forces, of width: 10mm x thickness: 10 mm x length: 40mm for wearing tests, and of outer diameter: 10mm x height: 20mm for measurement of friction coefficients, respectively, and each of the alloys had substantially the same component composition as the blended composition.

In the foregoing, Cu-based sintered alloys 1-17 according to the invention had the structures wherein the oxides and intermetallic compounds were uniformly dispersed in the matrices.

Each of the comparative Cu-based sintered alloys 1-7

deviated from the range of the invention in the content of any one of its constituent components (the component marked with ※ in TABLE 3).

Subsequently, with respect to the various kinds of the Cu-based sintered alloys obtained in consequence of the above, pressure destructive forces were measured for the purpose of evaluation of strength and toughness. Furthermore, for the purpose of evaluation of wear resistance, block-on-ring tests were conducted to measure specific wear amounts under the conditions of:

shape of test piece: 8mm x 8mm x 30mm;

associated member: ring of S35C material sized to diameter: 30mm x width: 5mm;

oil: 10W engine oil;

oil temperature: 85^{o}C;

friction temperature: 10m/sec.;

final load: 4Kg; and,

sliding distance: 1.5Km.

Moreover, for the purpose of evaluation of the uniform temporal change characteristics with respect to associated members, pin-wearing tests were conducted to calculate friction coefficients from a torque meter under the conditions of:

shape of test piece: pin having diameter of 2.5mm;

associated member: disk of S35C material;

oil: 10W engine oil;

oil temperature: 85^{o}C;

friction temperature: 10m/sec.;

pressing force: 2Kg; and,

sliding distance: 1.5Km.

The results of these tests are shown in TABLES 3 - 1 to 3 - 3.

Example 4

Prepared as starting material powders were two varieties each of Cu-Al alloy (Al: 50% included) powders, Cu powders, Zn powders, Al powders, Mn powders, Si powders, W powders, Mo powders, Fe powders, Ni powders, Co powders, Cr powders, and Sn powders. Each of these powders is of particle size less than 200 mesh, and the two varieties of the same sort of powders are made to have O_2 contents of 4% and 2%, respectively, by adjustment of the thicknesses of oxidized surface layers. These starting material powders were blended into the compositions shown in TABLES 4 - 1 and 4 - 2. The powders thus blended were pulverized and mixed together, and sintered after having been dried and pressed into green compacts in the same manner as in the case of Example 1 to produce Cu-based sintered alloys 1-30 according to the present invention, comparative Cu-based sintered alloys 1-6, and the Cu-based sintered alloys according to the conventional art. The alloys had the sizes of outer diameter: 70mm x inner diameter: 62mm x thickness: 8mm for measurement of pressure destructive forces, of width: 10mm x thickness: 10 mm x length: 40mm for wearing tests, and of outer diameter: 10mm x height: 20mm for measurement of friction coefficients, respectively, and each of the alloys had substantially the same composition as the blended composition.

In the foregoing, Cu-based sintered alloys 1-30

according to the invention had the structures wherein the oxides and intermetallic compounds were uniformly dispersed in the matrices.

Each of the comparative Cu-based sintered alloys 1-6 deviated from the range of the invention in the content of any one of its constituent components (the component marked with ※ in TABLE 4).

Subsequently, with respect to the various kinds of the Cu-based sintered alloys obtained in consequence of the above, pressure destructive forces were measured for the purpose of evaluation of strength and toughness. Furthermore, for the purpose of evaluation of wear resistance, block-on-ring tests were conducted to measure specific wear amounts under the conditions of:

shape of test piece: 8mm x 8mm x 30mm;

associated member: ring of SUH36 material sized to diameter: 30mm x width: 5mm;

oil: 5W engine oil;

oil temperature: 80^{o}C;

friction temperature: 8m/sec.;

final load: 5Kg; and,

sliding distance: 1.5Km.

Moreover, for the purpose of evaluation of the complementary characteristics with associated members, pin-wearing tests were conducted to calculate friction coefficients from a torque meter under the conditions of:

shape of test piece: pin having diameter of 2mm;

associated member: disk of SUH36 material;

oil: 5W engine oil;

oil temperature: $80^{o}C$;

friction temperature: 8m/sec.;

pressing force: 2Kg; and,

sliding distance: 1.5Km.

The results of these tests are shown in TABLES 4 - 1 to 4 - 3.

From the results shown in TABLE 1 - TABLE 4, the following is apparent. The Cu-based sintered alloys according to the present invention have friction coefficients which are equivalent to those of the conventional Cu-based sintered alloys. This means that they are excellent in regard to uniform temporal change characteristics with respect to associated members. Also, they have superior wear resistance, strength and toughness as compared with the conventional Cu-based sintered alloys. In contrast, as seen in the comparative Cu-based sintered alloys, if the content of even any one of the constituent components is out of the range of the present invention, at least one property of the wear resistance, the strength and the toughness tends to deteriorate. Accordingly, with the parts for various automotive equipment made of the Cu-based sintered alloy of the invention, such as synchronizer rings for transmissions, etc., excellent wear resistance and so forth are exhibited and the design requirements of compactness, light-weightness and increase in output power of the equipment can be sufficiently met.

INDUSTRIAL APPLICABILITY

The Cu-based sintered alloy according to the

invention has excellent wear resistance, has high strength and high toughness, and is superior in uniform temporal change characteristic with respect to associated members. Therefore, with the parts for various automotive equipment made of this Cu-based sintered alloy, such as valve-guides, bearings for turbo-chargers and the like, the applicability useful in industry can be provided such that superior wear resistance and so forth are exhibited in air at temperatures ranging from the ordinary temperature to 400°C, the design requirements of compactness, light-weightness and increase in output power of the equipment can be sufficiently met, and further the excellent performance can be exhibited for a long period of time when put into practical use.

TABLE 1 - 1

TYPE		BLENDED COMPOSITION (wt %)												PRESSURE DESTRUCTIVE LOAD	SPECIFIC WEAR AMOUNT	FRICTION COEFFICIENT
		Zn	Al	Fe	Ni	Co	OXY-GEN	Mn	Sn	W	Mo	Cr	Cu+ IMPURITY	(Kg)	($x10^{-7}mm^2$/Kg·m)	
Cu-BASED SINTERED ALLOY ACCORDING TO INVENTION	1	10	3	2	1	-	0.4	-	-	-	-	-	REMAINDER	80	15	0.08
	2	20	2.5	-	-	3	0.2	-	-	-	-	-	REMAINDER	95	16	0.07
	3	30	2.5	1	1	1	0.2	-	-	-	-	-	REMAINDER	110	16	0.07
	4	40	3	1	-	4	0.3	-	-	-	-	-	REMAINDER	130	12	0.08
	5	32	0.3	-	5	-	0.1	-	-	-	-	-	REMAINDER	95	25	0.06
	6	26	6	0.1	-	0.1	0.9	-	-	-	-	-	REMAINDER	100	13	0.09
	7	30	3	-	-	0.1	0.3	-	-	-	-	-	REMAINDER	105	21	0.08
	8	31	3.5	-	0.1	-	0.4	-	-	-	-	-	REMAINDER	105	20	0.07
	9	28	2.8	5	-	-	0.3	-	-	-	-	-	REMAINDER	120	11	0.08
	10	30	1.0	2.5	-	-	0.03	-	-	-	-	-	REMAINDER	105	28	0.06
	11	33	3	1	1	1	1	-	-	-	-	-	REMAINDER	100	14	0.09
	12	13	1.5	2	2	1	0.2	0.1	-	-	-	-	REMAINDER	80	20	0.08
	13	38	2.5	-	3	-	0.3	2	-	-	-	-	REMAINDER	110	15	0.09
	14	25	3	1	-	2	0.3	5	-	-	-	-	REMAINDER	100	14	0.09
	15	39	5.8	4	1	-	0.8	-	0.1	-	-	-	REMAINDER	125	9	0.09

TABLE 1 - 2

TYPE		BLENDED COMPOSITION (wt %)												PRESSURE DESTRUCTIVE LOAD (Kg)	SPECIFIC WEAR AMOUNT ($\times 10^{-7} mm^2/Kg \cdot m$)	FRICTION COEFFICIENT
		Zn	Al	Fe	Ni	Co	OXY-GEN	Mn	Sn	W	Mo	Cr	Cu+ IMPURITY			
Cu-BASED SINTERED ALLOY ACCORDING TO INVENTION	16	30	3	1	-	-	0.4	-	2	-	-	-	REMAINDER	100	19	0.09
	17	27	2	-	0.3	-	0.3	-	4	-	-	-	REMAINDER	95	23	0.09
	18	30	2.5	-	-	4	0.3	-	-	0.1	-	-	REMAINDER	110	14	0.07
	19	28	3.1	2	1	-	0.9	-	-	5	-	-	REMAINDER	95	5	0.09
	20	30	2	1	2	-	0.08	-	-	-	0.1	-	REMAINDER	115	16	0.06
	21	38	0.5	0.5	-	-	0.1	-	-	-	5	-	REMAINDER	85	13	0.07
	22	14	5.8	3	2	-	0.5	-	-	-	-	0.1	REMAINDER	95	8	0.09
	23	25	3	1	1	1	0.9	-	-	-	-	5	REMAINDER	95	4	0.09
	24	30	3	2	1	1	0.6	-	-	2	1	-	REMAINDER	105	6	0.09
	25	28	3	1.5	1	-	0.4	-	-	1	1	1	REMAINDER	95	7	0.08
	26	30	2	-	2	1	0.3	1	1	-	-	-	REMAINDER	110	10	0.08
	27	30	3	2	-	-	0.3	0.5	-	1	-	-	REMAINDER	110	14	0.08
	28	30	2.5	1	1	-	0.4	3	-	-	0.5	0.5	REMAINDER	105	10	0.08
	29	29	3	-	2	-	0.07	1	-	0.5	1	1	REMAINDER	105	10	0.07
	30	27	3	-	2	1	0.2	-	0.5	-	3	-	REMAINDER	110	8	0.08

TABLE 1 - 3

TYPE		BLENDED COMPOSITION (wt %)												PRESSURE DESTRUCTIVE LOAD (Kg)	SPECIFIC WEAR AMOUNT ($\times 10^{-7} mm^2/Kg \cdot m$)	FRICTION COEFFICIENT
		Zn	Al	Fe	Ni	Co	OXYGEN	Mn	Sn	W	Mo	Cr	Cu+ IMPURITY			
Cu-BASED SINTERED ALLOY ACCORDING TO INVENTION	31	25	4	2	2	1	0.4	-	1	2	2	1	REMAINDER	115	7	0.08
	32	32	3	1	1	-	0.3	-	4	-	-	3	REMAINDER	105	6	0.09
	33	30	3	0.5	0.5	0.5	0.2	0.5	1	-	1	-	REMAINDER	110	14	0.08
	34	28	2.5	-	1.5	1.5	0.1	1	1	-	1	2	REMAINDER	105	10	0.07
	35	30	2.5	1.5	1.5	1.5	0.5	5	0.5	1	2	-	REMAINDER	110	8	0.08
	36	30	3	2	1	-	0.4	3	2	1	1	1	REMAINDER	100	11	0.09
COMPARATIVE Cu-BASED SINTERED ALLOY	1	8※	3	2.5	-	-	0.3	-	-	-	-	-	REMAINDER	45	42	0.05
	2	43※	3	-	2.5	-	0.4	-	-	-	-	-	REMAINDER	50	39	0.04
	3	30	-※	1.5	1	1	0.05	-	-	-	-	-	REMAINDER	40	55	HEAT DAMAGE
	4	30	3	-※	-※	-※	0.3	-	-	-	-	-	REMAINDER	60	50	0.08
	5	25	3	-	2	-	-※	-	-	-	-	-	REMAINDER	105	48	HEAT DAMAGE
	6	30	2.5	2.5	-	-	-	1.3※	-	-	-	-	REMAINDER	40	30	0.06
CONVENTIONAL Cu-BASED SINTERED ALLOY		28	6	-	-	-	-	-	-	-	-	-	REMAINDER	32	68	0.07

(※: OUT OF RANGE OF INVENTION)

TABLE 2 - 1

TYPE		BLENDED COMPOSITION (wt %)												PRESSURE DESTRUCTIVE LOAD (Kg)	SPECIFIC WEAR AMOUNT ($x10^{-7}mm^2$/Kg・m)	FRICTION COEFFICIENT
		Zn	Al	Si	W	Mo	Fe	Ni	Co	OXY-GEN	Sn	Cr	Cu+ IMPURITY			
Cu- BASED SINTERED ALLOY ACCORDING TO INVENTION	1	10	3	1.5	2	-	-	-	3	0.4	-	-	REMAINDER	80	17	0.07
	2	20	3	1.5	-	1.5	1	1	-	0.3	-	-	REMAINDER	95	18	0.06
	3	30	3	1.5	1	1	-	5	-	0.3	-	-	REMAINDER	120	16	0.06
	4	40	2.5	2	-	2	3	-	-	0.5	-	-	REMAINDER	125	17	0.07
	5	25	0.3	2	0.5	0.5	1	1	3	0.1	-	-	REMAINDER	100	25	0.05
	6	30	6	1.5	-	1	1	-	1	0.9	-	-	REMAINDER	105	13	0.08
	7	30	2.5	0.1	0.5	-	-	2	1	0.3	-	-	REMAINDER	90	17	0.06
	8	25	3	3	-	1	-	-	5	0.4	-	-	REMAINDER	115	10	0.07
	9	30	2.5	1.5	0.1	-	0.5	0.5	-	0.3	-	-	REMAINDER	95	20	0.06
	10	30	2	2	-	0.1	-	1	1	0.4	-	-	REMAINDER	100	19	0.06
	11	25	3	2.5	3	-	2	-	1	0.4	-	-	REMAINDER	105	10	0.06
	12	20	5.5	2.5	-	3	-	0.5	1	0.8	-	-	REMAINDER	110	9	0.07
	13	35	1	0.5	1	1	5	-	-	0.1	-	-	REMAINDER	100	18	0.05
	14	30	3	0.5	2	-	-	0.1	-	0.3	-	-	REMAINDER	110	21	0.06
	15	40	6	3	-	2	-	-	0.1	0.9	-	-	REMAINDER	120	19	0.08

TABLE 2 - 2

TYPE		BLENDED COMPOSITION (wt %)												PRESSURE DESTRUCTIVE LOAD (Kg)	SPECIFIC WEAR AMOUNT ($\times 10^{-7}$ mm^2/Kg·m)	FRICTION COEFFICIENT
		Zn	Al	Si	W	Mo	Fe	Ni	Co	OXY-GEN	Sn	Cr	Cu+ IMPURITY			
	16	25	0.5	0.2	0.1	0.1	-	-	1	0.03	-	-	REMAINDER	100	22	0.06
	17	25	4	3	2	0.5	1	1	1	1	-	-	REMAINDER	90	10	0.08
	18	30	2	2	1	1	1	1	1	0.4	0.1	-	REMAINDER	105	14	0.06
	19	35	1.5	2	-	2	1	-	-	0.2	1	-	REMAINDER	100	12	0.06
	20	20	5	1.5	-	0.5	1	-	-	0.8	2	-	REMAINDER	110	11	0.07
	21	30	3	0.5	2	-	1	3	1	0.3	3	-	REMAINDER	115	9	0.06
Cu-BASED	22	30	1	1.5	1	1	2	1	1	0.1	4	-	REMAINDER	95	9	0.05
SINTERED	23	20	2.5	2	-	1.5	2	-	1	0.3	-	0.1	REMAINDER	95	18	0.06
ALLOY	24	20	1	2	1.5	-	-	2	-	0.5	-	1	REMAINDER	90	15	0.07
ACCORDING	25	25	3	1.5	2	-	1	1	1	0.7	-	2	REMAINDER	100	12	0.07
TO	26	25	1.5	1	-	2	1	1	3	0.6	-	3	REMAINDER	95	9	0.08
INVENTION	27	35	2	2.5	1.5	1	-	2	1	0.3	0.5	0.5	REMAINDER	110	13	0.06
	28	35	1.5	2	1	-	3	-	-	0.4	2	0.1	REMAINDER	105	14	0.06
	29	25	1.5	1	0.5	2	1	-	0.5	0.4	0.1	2	REMAINDER	100	10	0.06
	30	30	1	1.5	1.5	1	1	-	0.5	0.3	4	1	REMAINDER	95	9	0.07

TABLE 2-3

TYPE		BLENDED COMPOSITION (wt %)												PRESSURE DESTRUCTIVE LOAD (Kg)	SPECIFIC WEAR AMOUNT ($\times 10^{-7} mm^2/Kg \cdot m$)	FRICTION COEFFICIENT
		Zn	Al	Si	W	Mo	Fe	Ni	Co	OXYGEN	Sn	Cr	Cu+ IMPURITY			
COMPARATIVE Cu-BASED SINTERED ALLOY	1	7※	3	1.5	1	2.5	2	1	1	0.4	-	-	REMAINDER	50	41	0.04
	2	25	-※	1.5	-	3	1.5	1	1	0.1	-	-	REMAINDER	45	58	HEAT DAMAGE
	3	25	2.5	-※	-	3	1	1	1	0.3	-	-	REMAINDER	95	47	0.05
	4	30	3	2	-※	-※	1	1	1	0.4	-	-	REMAINDER	100	50	0.06
	5	25	3	1.5	1	2.5	-※	-※	-※	0.4	-	-	REMAINDER	65	48	0.08
	6	30	2.5	1.5	2	1	1	1	2	-※	-	-	REMAINDER	110	49	HEAT DAMAGE
	7	30	2.5	1.5	2	1	1	1	1	1.2※	-	-	REMAINDER	45	27	0.04
CONVENTIONAL Cu-BASED SINTERED ALLOY		28	6	-	-	-	-	-	-	-	-	-	REMAINDER	40	64	0.06

(※: OUT OF RANGE OF INVENTION)

TABLE 3-1

TYPE		BLENDED COMPOSITION (wt %)									PRESSURE DESTRUCTIVE LOAD (Kg)	SPECIFIC WEAR AMOUNT ($\times 10^{-7}mm^2/Kg \cdot m$)	FRICTION COEFFICIENT
		Zn	Al	Mn	Si	Fe	Ni	Co	OXYGEN	Cr	Cu+ IMPURITY			
Cu-BASED SINTERED ALLOY ACCORDING TO INVENTION	1	10	3	2.5	1.5	-	3	-	0.4	-	REMAINDER	90	17	0.07
	2	20	2.5	2.5	2	-	0.5	0.5	0.3	-	REMAINDER	100	19	0.07
	3	30	2.5	3	2	2	-	-	0.3	-	REMAINDER	120	18	0.06
	4	40	3	2	1.5	-	1	4	0.4	-	REMAINDER	130	15	0.07
	5	30	0.3	2.5	1.5	-	3	-	0.1	-	REMAINDER	100	24	0.06
	6	25	6	2	2	0.5	2.5	-	0.9	-	REMAINDER	120	13	0.08
	7	35	5	0.1	2.5	-	-	5	0.8	-	REMAINDER	120	17	0.08
	8	20	3.5	5	1.5	1	1	1	0.4	-	REMAINDER	115	8	0.07
	9	30	2.5	1.5	0.1	-	2	2	0.3	-	REMAINDER	120	17	0.06
	10	25	2	2.5	3	1	-	3	0.4	-	REMAINDER	110	10	0.07
	11	30	1.5	4	1	0.1	-	-	1	-	REMAINDER	100	19	0.08
	12	25	3	0.5	1.5	-	0.1	-	0.03	-	REMAINDER	105	22	0.05
	13	25	1.5	3	1	-	-	0.1	0.4	-	REMAINDER	105	19	0.07
	14	30	2	2.5	2.5	1	3	1	0.3	-	REMAINDER	120	15	0.07

TABLE 3-2

TYPE		BLENDED COMPOSITION (wt %)										PRESSURE DESTRUCTIVE LOAD	SPECIFIC WEAR AMOUNT	FRICTION COEFFICIENT
		Zn	Al	Mn	Si	Fe	Ni	Co	OXYGEN	Cr	Cu+ IMPURITY	(Kg)	($x10^{-7}mm^2$/ Kg·m)	
Cu-BASED SINTERED ALLOY ACCORDING TO INVENTION	15	35	1.5	3	0.5	-	3	-	0.1	0.3	REMAINDER	120	13	0.06
	16	30	2.5	2.5	1.5	-	2	-	0.4	1.5	REMAINDER	120	10	0.06
	17	25	1.5	1	1.5	1	2	1	0.8	3	REMAINDER	115	7	0.08
COMPARATIVE Cu-BASED SINTERED ALLOY	1	8※	3	2.5	1.5	-	3	-	0.4	-	REMAINDER	50	83	0.04
	2	30	0.1※	2.5	1	1	1	1	0.4	-	REMAINDER	45	88	HEAT DAMAGE
	3	25	2.5	-※	1	4	-	-	0.3	-	REMAINDER	95	51	0.04
	4	30	2	2.5	-※	-	-	3	0.3	-	REMAINDER	90	62	0.04
	5	25	1.5	3	1.5	-※	-※	-※	0.5	-	REMAINDER	80	45	0.05
	6	30	3	1.5	2	0.05	0.1	-	0.014※	-	REMAINDER	90	92	HEAT DAMAGE
	7	25	3	2.5	2	-	1	-	1.26※	-	REMAINDER	55	31	0.05
CONVENTIONAL Cu-BASED SINTERED ALLOY		25	4	-	-	-	-	-	-	-	REMAINDER	35	93	0.05

(※: OUT OF RANGE OF INVENTION)

TABLE 4 - 1

TYPE		BLENDED COMPOSITION (wt %)													PRESSURE DESTRUCTIVE LOAD	SPECIFIC WEAR AMOUNT	FRICTION COEFFICIENT
		Zn	Al	Mn	Si	W	Mo	OXY-GEN	Fe	Ni	Co	Sn	Cr	Cu+ IMPURITY	(Kg)	($x10^{-7}mm^2/Kg \cdot m$)	
Cu-BASED SINTERED ALLOY ACCORD-ING TO INVEN-TION	1	10	3	2.5	1.5	1	-	0.4	-	-	-	-	-	REMAINDER	85	16	0.07
	2	20	3	2.5	1.5	-	0.5	0.3	-	-	-	-	-	REMAINDER	95	18	0.07
	3	30	2.5	3	1	1	1	0.4	-	-	-	-	-	REMAINDER	115	15	0.06
	4	40	2.5	2	2	-	1	0.4	-	-	-	-	-	REMAINDER	125	16	0.07
	5	25	0.3	3	1.5	2	-	0.1	-	-	-	-	-	REMAINDER	95	23	0.06
	6	30	6	2.5	1	-	3	0.9	-	-	-	-	-	REMAINDER	110	12	0.08
	7	30	2.5	0.1	1.5	0.5	0.5	0.4	-	-	-	-	-	REMAINDER	90	16	0.07
	8	25	3	5	1.5	3	-	0.3	-	-	-	-	-	REMAINDER	115	8	0.07
	9	30	2.5	3	0.1	1	-	0.3	-	-	-	-	-	REMAINDER	95	18	0.06
	10	30	2	3	3	-	2	0.4	-	-	-	-	-	REMAINDER	120	10	0.06
	11	25	3	2.5	1.5	0.1	-	0.3	-	-	-	-	-	REMAINDER	105	19	0.06
	12	20	5	2.5	1	-	0.1	0.6	-	-	-	-	-	REMAINDER	100	17	0.07
	13	30	1	0.5	0.5	-	1	0.03	-	-	-	-	-	REMAINDER	95	20	0.05
	14	25	3.5	1.5	1	3	-	1	-	-	-	-	-	REMAINDER	110	9	0.08
	15	40	5.5	4.5	2.5	2	1	0.8	3	-	-	-	-	REMAINDER	115	7	0.08

TABLE 4 - 2

TYPE		BLENDED COMPOSITION (wt %)													PRESSURE DESTRUCTIVE LOAD (Kg)	SPECIFIC WEAR AMOUNT ($\times 10^{-7} mm^2/Kg \cdot m$)	FRICTION COEFFICIENT
		Zn	Al	Mn	Si	W	Mo	OXY-GEN	Fe	Ni	Co	Sn	Cr	Cu+ IMPURITY			
	16	25	0.5	0.3	0.3	-	0.2	0.1	-	1	-	-	-	REMAINDER	105	21	0.06
	17	25	3.5	2.5	3	0.5	3	0.3	-	-	0.1	-	-	REMAINDER	95	15	0.08
	18	30	2	3	2.5	2	-	0.3	3	2	-	-	-	REMAINDER	105	10	0.06
Cu-BASED	19	30	2	2	1	1.5	2	0.4	-	-	-	0.1	-	REMAINDER	105	14	0.07
SINTERED	20	25	4.5	3	1	1	-	0.5	-	-	-	3	-	REMAINDER	120	11	0.07
ALLOY	21	30	3	1	0.5	-	3	0.3	-	-	-	-	0.1	REMAINDER	100	17	0.06
ACCOR-	22	35	1	3	1	1	2	0.2	-	-	-	-	3	REMAINDER	95	10	0.05
DING	23	25	2	2.5	1.5	1	0.5	0.3	-	-	5	1	-	REMAINDER	100	8	0.06
TO	24	20	1.5	3	1.5	-	2.5	0.2	1	1	1	0.5	-	REMAINDER	95	11	0.06
INVEN-	25	25	3	4	2.5	-	1	0.5	4	-	-	-	0.5	REMAINDER	105	10	0.07
TION	26	20	2	1	1	0.5	0.5	0.7	-	2	1	-	2	REMAINDER	100	8	0.07
	27	30	2.5	0.5	2	1	1.5	0.4	-	-	-	2	1	REMAINDER	110	9	0.06
	28	35	1.5	2.5	1	-	1	0.4	-	0.1	-	0.5	0.5	REMAINDER	105	13	0.06
	29	30	1	3.5	1.5	-	2	0.8	0.5	-	1	1	1	REMAINDER	100	9	0.07
	30	30	1.5	4	2	0.2	1.5	0.4	1	2	0.5	4	1	REMAINDER	110	6	0.06

TABLE 4 - 3

TYPE		BLENDED COMPOSITION (wt %)													PRESSURE DESTRUCTIVE LOAD (Kg)	SPECIFIC WEAR AMOUNT ($\times 10^{-7} mm^2/Kg \cdot m$)	FRICTION COEFFICIENT
		Zn	Al	Mn	Si	W	Mo	OXY-GEN	Fe	Ni	Co	Sn	Cr	Cu+ IMPURITY			
COMPARA-TIVE Cu-BASED SIN ALLOY	1	7※	3	2	1	1	1	0.3	-	-	-	-	-	REMAINDER	45	78	0.03
	2	25	2.5	-※	3	1	2	0.4	-	-	-	-	-	REMAINDER	90	45	0.05
	3	30	2.5	1	-※	1	-	0.3	-	-	-	-	-	REMAINDER	90.	47	0.05
	4	25	2	2	1	-※	-※	0.4	-	-	-	-	-	REMAINDER	105	49	0.06
	5	30	1.5	1	1	-	2	0.01※	-	-	-	-	-	REMAINDER	95	86	HEAT DAMAGE
	6	25	2.5	2	1	1	1	1.4※	-	-	-	-	-	REMAINDER	50	28	0.05
CONVEN-TIONAL Cu-BASED SINTERED ALLOY		28	6	-	-	-	-	-	-	-	-	-	-	REMAINDER	40	95	0.06

(※: OUT OF RANGE OF INVENTION)

CLAIMS

1. A Cu-based sintered alloy comprising: a composition which contains

Zn: 10-40% (weight %, likewise in following symbols), Al: 0.3-6%, oxygen: 0.03-1%,

at least one additional element selected from the group consisting of at least one of Fe, Ni and Co: 0.1-5%, Mn: 0.1-5%, Si: 0.1-3%, and at least one of W and Mo: 0.1-3%, and

the remainder consisting of Cu and inevitable impurities; and

a structure wherein fine oxides including an aluminum oxide as main constituent and intermetallic compounds are uniformly dispersed in matrix.

2. The Cu-based sintered alloy as claimed in claim 1, wherein said additional element is at least one selected from the group consisting of Fe, Ni and Co: 0.1-5 weight %.

3. The Cu-based sintered alloy as claimed in claim 2, wherein Mn: 0.1-5 weight % is substituted for a part of the Cu.

4. The Cu-based sintered alloy as claimed in claim 2, wherein at least one element selected from the group consisting of W, Mo and Cr: 0.1-5 weight % is substituted for a part of the Cu.

5. The Cu-based sintered alloy as claimed in claim 2, wherein Sn: 0.1-4 weight % is substituted for a part of the Cu.

6. The cu-based sintered alloy as claimed in claim 2, wherein Mn: 0.1-5 weight % and at least one of W, Mo and Cr: 0.1-5 weight % are substituted for a part of the Cu.

7. The Cu-based sintered alloy as claimed in claim 2, wherein Mn: 0.1-5 weight % and Sn: 0.1-4 weight % are substituted for a part of the Cu.

8. The Cu-based sintered alloy as claimed in claim 2, wherein at least one of W, Mo and Cr: 0.1-5 weight % and Sn: 0.1-4 weight % are substituted for a part of the Cu.

9. The Cu-based sintered alloy as claimed in claim 2, wherein Mn: 0.1-5 weight %, Sn: 0.1-4 weight % and further at least one element selected from the group consisting of W, Mo and Cr: 0.1-5 weight % are substituted for a part of the Cu.

10. The Cu-based sintered alloy as claimed in claim 2, wherein Si: 0.1-3 weight % and at least one element selected from the group consisting of W and Mo: 0.1-3 weight % is substituted for a part of the Cu.

11. The Cu-based sintered alloy as claimed in claim 2, wherein Si: 0.1-3 weight, at least one sort of W and Mo: 0.1-3 weight %, and further Sn: 0.1-4 weight % are substituted

for a part of the Cu.

12. The Cu-based sintered alloy as claimed in claim 2, wherein Si: 0.1-3 weight %, at least one of W and Mo: 0.1-3 weight %, and further Cr: 0.1-3 weight % is substituted for a part of the Cu.

13. The Cu-based sintered alloy as claimed in claim 2, wherein Si: 0.1-3 weight %, at least one of W and Mo: 0.1-3 weight %, Sn: 0.1-4 weight %, and further Cr: 0.1-3 weight % is substituted for a part of the Cu.

14. The Cu-based sintered alloy as claimed in claim 2, wherein Mn: 0.1-5 weight % and Si: 0.1-3 weight % are substituted for a part of the Cu.

15. The Cu-based sintered alloy as claimed in claim 2, wherein Mn: 0.1-5 weight %, Si: 0.1-3 weight % and Cr: 0.1-3 weight % are substituted for a part of the Cu.

16. The Cu-based sintered alloy as claimed in claim 1, wherein said additional elements are Mn: 0.1-3 weight %, Si: 0.1-3 weight %, and at least one of W and Mo: 0.1-3 weight %.

17. The Cu-based sintered alloy as claimed in claim 16, wherein at least one of Fe, Ni and Co: 0.1-5 weight % is substituted for a part of the Cu.

18. The Cu-based sintered alloy as claimed in claim 16,

wherein Sn: 0.1-4 weight % is substituted for a part of the Cu.

19. The Cu-based sintered alloy as claimed in claim 16, wherein Cr: 0.1-3 weight % is substituted for a part of the Cu.

20. The Cu-based sintered alloy as claimed in claim 16, wherein at least one of Fe, Ni and Co: 0.1-5 weight % and Sn: 0.1-4 weight % is substituted for a part of the Cu.

21. The Cu-based sintered alloy as claimed in claim 16, wherein at least one of Fe, Ni and Co: 0.1-5 weight % and Cr: 0.1-3 weight % is substituted for a part of the Cu.

22. The Cu-based sintered alloy as claimed in claim 16, wherein Sn: 0.1-4 weight % and Cr: 0.1-3 weight % are substituted for a part of the Cu.

23. The Cu-based sintered alloy as claimed in claim 16, wherein at least one of Fe, Ni and Co: 0.1-5 weight %, Sn: 0.1-4 weight %, and further Cr: 0.1-3 weight % is substituted for a part of the Cu.

24. A part for automotive equipment formed of the Cu-based sintered alloy as claimed in any one of claims 1 to 23, and which is used in a portion which suffers wear in air within the range of the ordinary temperature to 400°C.

25. A part for automotive equipment as claimed in claim 24, wherein the part is a synchronizer ring for a transmission.

26. A part for an automotive equipment as claimed in claim 24, wherein the part is a valve-guide for an engine.

27. A part for an automotive equipment as claimed in claim 24, wherein the part is a bearing for a turbo-charger.

INTERNATIONAL SEARCH REPORT

International Application No PCT/JP89/01098

I. CLASSIFICATION OF SUBJECT MATTER (if several classification symbols apply, indicate all) [6]

According to International Patent Classification (IPC) or to both National Classification and IPC

Int. Cl^5 C22C9/04

II. FIELDS SEARCHED

Minimum Documentation Searched [7]

Classification System	Classification Symbols
IPC	C22C9/04

Documentation Searched other than Minimum Documentation to the Extent that such Documents are Included in the Fields Searched [8]

III. DOCUMENTS CONSIDERED TO BE RELEVANT [9]

Category *	Citation of Document, [11] with indication, where appropriate, of the relevant passages [12]	Relevant to Claim No. [13]
X	JP, A, 54-100908 (Leuven Research and Development VZW), 9 August 1979 (09. 08. 79), Page 3, upper right column, line 16 to page 3, lower left column, line 12, & US, A, 4,285,739 & FR, A, 2,413,159	1-4, 6, 14, 15
A	JP, A, 56-20137 (Gakko Hojin Waseda Daigaku), 25 February 1981 (25. 02. 81) (Family: none)	1 - 27

* Special categories of cited documents: [10]

"A" document defining the general state of the art which is not considered to be of particular relevance

"E" earlier document but published on or after the international filing date

"L" document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

"O" document referring to an oral disclosure, use, exhibition or other means

"P" document published prior to the international filing date but later than the priority date claimed

"T" later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

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"Y" document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art

"&" document member of the same patent family

IV. CERTIFICATION

Date of the Actual Completion of the International Search	Date of Mailing of this International Search Report
January 18, 1990 (18. 01. 90)	February 5, 1990 (05. 02. 90)
International Searching Authority	**Signature of Authorized Officer**
Japanese Patent Office	

DERWENT-ACC-NO: 1990-181562
DERWENT-WEEK: 199651

TITLE: High strength copper alloy for car engines and gears - consisting of zinc, aluminium, manganese, silicon, tungsten molybdenum, and oxide particles dispersed in matrix

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PATENT-ASSIGNEE: MITSUBISHI MATERIALS CORP[MITV], MITSUBISHI METAL CORP[MITV]

PRIORITY-DATA: 1988JP-0270111 (October 26, 1988) , 1988JP-0270109 (October 26, 1988) , 1988JP-0270110 (October 26, 1988) , 1988JP-0285214 (November 11, 1988)

PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
JP 02118041 A	May 2, 1990	N/A	000	

N/A
JP 2556114 B2 November 20, 1996 N/A
007 C22C 009/04
EP 407596 B1 January 11, 1995 E 022
C22C 009/04
KR 9402687 B1 March 30, 1994 N/A
000 C22C 009/04

CITED-DOCUMENTS: DE 3805794; DE 3809994 ; EP 35602 ; JP 54100908 ; JP 56020137 ; US 4440572

APPLICATION-DATA:
PUB-NO APPL-DESCRIPTOR APPL-NO APPL-DATE
JP 02118041A N/A 1988JP-0270111 October 26, 1988
JP 2556114B2 N/A 1988JP-0270111 October 26, 1988
JP 2556114B2 Previous Publ. JP 2118041 N/A
EP 407596B1 N/A 1989EP-0911878 October 26, 1989
EP 407596B1 N/A 1989WO-JP01098 October 26, 1989
EP 407596B1 Based on WO 9004657 N/A

KR 9402687B1 N/A 1989KR-0015448
October 26, 1989

INT-CL (IPC): C22C001/04; C22C009/04

RELATED-ACC-NO: 1990-164036

ABSTRACTED-PUB-NO: EP 407596B
BASIC-ABSTRACT: The Cu-base sintered alloy has compsn. of (by wt.) 10-40% Zn,
0.3-6% Al, 0.1-5% Mn, 0.1-3% Si, 0.1-3% W and/or Mo,
0.03-1% (O), and balance
Cu and incidental impurities, and structure where fine oxide mainly of Al-oxide
and intermetallic cpd. are dispersed uniformly in the matrix.

USE - For synchronising of speed change gears, valve guides of engines, and
bearings of turbochargers, having excellent synchronising characteristics
against mating material.

ABSTRACTED-PUB-NO: JP 02118041A
EQUIVALENT-ABSTRACTS: A Cu-based sintered alloy having a compsn. which contains
Zn 10-40% (wt.% likewise in following symbols) Al 0.3-6%,

oxygen 0.03-1%, at
least one of W and Mo, in a total amt. of 0.1-3%, as optional elements at least
one of Fe, Ni and Co, in a total amt. of 0.1-5%, Mn 0.1-5%, Si 0.1-3%, Sn
0.1-4% and Cr 0.1-3% and the remainder consisting of Cu and inevitable
impurities, and a structure wherein fine oxides including an aluminium oxide as
main constituent and intermetallic cpds. are uniformly dispersed in a matrix.

US 5114468A

Cu based sintered alloy comprises compsn. of 10-40 wt.% Zn, 0.3-6 wt.% Al,
0.3-1 wt.% O in form of oxides; at least 0.1-5 wt.% of one of (a) Fe, Ni or Co,
(b) 0.1-5 wt.% Mn, (c) 0.1-3 wt.% Si and (d) 0.1-3 wt.% W or Mo; and remainder
consisting of Cu and impurities. Alloy has a structure in the matrix where
oxides are 1-40 microns. Intermetallic cpds. are distributed with a size of
1-25 microns. Pref. oxides comprise 0.5-15% of surface area ratio. Pref.
intermetallic cpds. uniformly dispersed comprise 1-10% of